

# TROLLEYS TO STOP SOON

Expected That No Matter What Relief is Given By the New Fare System the Trolleys Will Have to Close Down As the New Fare Will Not Give the Increased Revenue—Disgust With the Management.

(Special to The Times)

Hartford, July 30.—No matter what the Public Utilities board may do to aid the Connecticut company and no matter what fare it is allowed to collect the general opinion is that the company will close down its state service within two months and then wait for legislation by a special session of the legislature to aid in pulling it out of the mud.

That seemed to be the general opinion as the result of the public hearing yesterday. It was generally admitted by representatives of the company that the chances were that the seven cent flat fare would be a failure as was the zone system in the matter of recouping the finances of the company and it was also very generally believed that the higher fare the company charges the less money it will get, for the fewer passengers it will carry.

Hence there seems to be nothing in sight except suspension and an appeal to the state to do something to help it out of the situation.

The testimony yesterday showed that the company is sinking deeper into the bankruptcy mire every day and with all the hard thinking of its high salaried officials and retainers it will be unable to pay the salaries of these officials or retainers no matter what scheme of collecting fares or conditional promises they hold out to the public.

It may run for six weeks more or perhaps two months, but President L. S. Storrs and Judge Walter C. Noyes, chairman of the board of trustees, at the hearing were not at all certain that the trolley cars throughout the state would not be compelled to stop in that time no matter what action the commission took on their petition to allow them to change the fare collection system from the zone system to a flat rate.

These officials talked like the navigators of a ship who had lost their bearings and were about to abandon and scuttle the ship.

Disgust and lack of confidence in the management was expressed at the meeting and in the corridors of the Capitol and the general opinion was that if the company was worth saving it would have to be done by the people of the state acting through the legislature.

Even men who have formerly been strenuously opposed to state ownership of public utilities were of this opinion and stated that the state could not make money bungle and muddle of the matter than the present high salaried officials.

The management under the questioning of the members of the commission and the representatives of the various towns and cities of the state showed an anxiety to escape the question of what was needed in the transportation crisis which they insisted was confronting them and said that the only reason that they were demanding a change in the method of collecting fares was that something must be done and that they were doing something but did not know and had no means of foretelling that what they were demanding would be a benefit or detriment to the Connecticut Company's financial condition.

Judge Noyes was very much wrought up over the statement of Mayor David E. Fitzgerald of New Haven in his letter to the commission in which he said that "the public had lost confidence in the management of the Connecticut Company."

Judge Noyes said: "I can't believe that the people have lost confidence in the management of the company. That would mean that they had lost confidence in the government. We, the trustees who are managing this property are working under the orders of the United States Court which appointed us and this court is a part of the government. If the people have lost confidence in us they have lost confidence in the government."

Judge William S. Bennett, corporation counsel of New Haven during his talk to the Commission said: "Whether or not the people are of the opinion that they can do without the trolley service they have no doubt but that they can do without the management of the trolley company."

Corporation Clark of Hamden said when asked if he wanted the State Commissioner Higgins then said: "Speaking now, broadly as a citizen of the State and not of a large center of population, what do you think of the effect on the business and commercial life of the State in general if the cities and large centers did not help to pay their share of the cost of transportation in the suburban districts?" This now from the broad viewpoint of a citizen of the state? There was no answer.

Most of the representatives of the towns objected to the short notice given of the meeting and said that while they had responded to the no-

## BOTH SUED FOR DIVORCE; LOSE

New Haven, July 30.—The divorce litigation between Laura W. Neff and Joseph L. Neff was declared a draw in a judgment rendered by Judge John P. Kellogg in the civil side of the superior court yesterday. The memorandum of the court, which heard the case recently, follows:

"While there can be no doubt from the evidence that this couple led an unhappy married life, marked by many quarrels, and while I fear that no possible happiness in the marriage relation is left for them after this trial, with its mutual charges, one against the other, yet I cannot find that the plaintiff has proved that her husband has treated her with intolerable cruelty, within the meaning of that phrase, and on the other hand the defendant has failed utterly to prove his wife guilty of misconduct either in Stamford or New Haven. Judgment is therefore to be entered for the defendant upon the complaint, and for the plaintiff upon the cross-complaint."

At the hearing they had not had time to file their cross-complaints but that they objected to the increases which would result if the seven cent flat rate was adopted.

Attention of the Commission was called to the fact that the company not only encourage the jitney competition, compel men to use the commutation service of the steam railroads and would decrease instead of increase the revenue of the trolley company.

Committee member Litchfield of this city said during his remarks that the regulation of fares in Bridgeport is very closely allied with the settlement of the jitney question.

Percey T. Litchfield, chairman of Mayor Wilson's Fair Fare commission said that it was an outrage to have the management spring their demands on the public at such short notice and that any kind of business management would have foreseen the need to pay its operating expenses and a fair return on its investment and he thought that each division in the State should work out its own scheme and the rate should be based on the requirements of the locality.

Committee member Noyes said he thought if time had been allowed so that data and necessary information could be secured a method could be undoubtedly worked out whereby the company would be allowed to charge enough to pay its operating expenses and a fair return on its investment and he thought that each division in the State should work out its own scheme and the rate should be based on the requirements of the locality.

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"Just now self preservation would lead them to maintain their present fare," declared Mr. Litchfield.

"Do you think the Connecticut Company should be granted an increase?" asked Chairman Higgins.

"Yes, but the company should have taken time by the forelock," Mr. Litchfield replied.

"Do you favor a flat rate or a zone rate?" asked Chairman Higgins.

"A flat rate," Mr. Litchfield replied.

"Why do you think the flat rate preferable?" asked Commissioner Alsop.

"The public will like it better; it is easier to collect and it is more readily accounted for," Mr. Litchfield replied.

Chairman Higgins then announced that the public utilities commission is to have a valuation made of all the Connecticut Company's property. The valuation, he said, will probably be available by October 1. It will be reported to the next legislature.

Chairman Higgins then broached for the first time the suggestion that instead of deciding the rate now the matter be held open until a more thorough investigation could be made.

The first speaker after the recess for luncheon was Mayor Wilson of Bridgeport. He said the five cent trolley fare was an accident of coinage.

"The trolley companies have been going along on an unscientific basis," he declared. "I don't know on what basis the Connecticut Company can properly come before the public utilities commission and assert that a seven cent fare is enough. It is my honest belief that in Bridgeport we should be treated as a system."

## Get 200 Cases Stolen Hooch At Greenwich

(Bridgeport, Conn., July 30.)

Greenwich is still proving itself to be the happy hunting ground for Federal Enforcement agents in their work of enforcing the Eighteenth Amendment. Two important catches, both made this week, were reported in this city by the dry agents this morning.

Last night at 7 o'clock the federal men stopped a big green Packard truck on Putnam avenue, in Greenwich, and upon investigating same found 200 cases of real "hooch" all labelled and bottled stuff that the two men who were operating the truck are believed to have stolen from a bonded warehouse in New York. The two men who were seized along with the truck gave their names as Samuel Welsberg of No. 1611 Washington avenue and Edgar M. Rhea of No. 219 West 113th street, both of New York city. The confiscated "hooch" and the two men were brought to this city early this afternoon and the truck was unloaded in the cellar of the Federal building. The men are being held in bonds of \$500 each and will be given a hearing before United States Commissioner Hugh J. Lavery in this city on Monday or will be taken to New Haven possibly, due to Mr. Lavery being on a vacation at present out of town.

Along with the big truck that was brought here this afternoon was a Winton six touring car which was seized on Monday night in Greenwich at 9:45 o'clock at the top of Colonel Tom Hill and which was loaded with 18 cases of real genuine Old Tom whiskey. The three men seized with the car were Patrick Cocucci, Emil Antone and Liberto, all of Hoboken, N. J. They were also brought to Bridgeport this morning in the Winton car and the 18 cases of liquor were stored away in the Federal building. They will be given a hearing in the United States Federal court when it convenes in September after they are given a preliminary hearing here or in New Haven. The latter arrest was made without a search warrant. The hooch had been carefully camouflaged in the rear of the car underneath a pile of old blankets.

Federal enforcement agents expressed themselves indignant over the piece appearing in the New York papers which compared them to highwaymen in holding up and seizing automobiles without a permit. Speaking of the news about a recent seizure that was made in Chicago and for which Federal agents were highly commended for the good work done in that place in enforcing the dry law one Federal man said this morning that it would pay some of those praise artists to follow the papers in the vicinity of Greenwich and pick up records for arrests of liquor violators have been broken in the past month.

## ALL NORWALK SEEKS A CACHE OF HOOCH AT DORLON'S POINT

(Special to The Times)

Norwalk, July 30.—Not since the day when the first airplane passed over Norwalk has there been as much excitement in this staid old town as prevails at the present time. The first stir was a thing of wonder, and the excitement was open and above board, shared by everyone.

Today it is different. There is just as much excitement, but it is of a stealthy underground variety. The man on the street says nothing but it appears that he is laboring under a great mental strain. Back of all this undercurrent of expectancy lies a tale of hidden treasure, of a "cache" of some long-forgotten pirate's cache of silver and pieces of eight, but a yarn of buried "boozie." Real "hooch" which is thought to be reposing in some lonely spot near Dorlon's point where it was hidden by alleged whiskey runners not later than July 19.

On that date, which threatens to become memorable in Norwalk's history, three men passed through the city in a high powered motor car, after shooting a policeman in Darien. Word had been sent to the local police that the three men were whiskey runners, and the "coppers" gave chase when the machine "hoove" in view.

In the wee small hours of the morning, the autoists were surrounded at a lonely spot in the road near Dorlon's point in East Norwalk. The men were captured and the car was searched. Not a drop of liquor was found in the machine, but the authorities have reason to believe that the automobile had been used for carrying the forbidden stuff.

Now comes the question of where the booze was hidden. Surely it must lie somewhere between the center of the city and Dorlon's point, and the hiding place is going to be discovered if certain Norwalk citizens can retain their health and strength for a reasonable length of time.

Several searching parties composed of "wise birds" have gone over the territory with the proverbial finetooth comb, but the lonely marshes along the shore road have refused to yield their secret. Unless the treasure is speedily recovered, the waters along the shore near Dorlon's will be dragged, in an effort to make the sea reveal the hidden horde. Amateur and professional divers are practicing their art for the supreme attempt, and it is rumored that a pack of trained "hooch hounds" will be imported if all other efforts should fail.

Excitement accompanied by a touch of calumny almost reached the boiling point Wednesday night, when it was reported that a party of men in an automobile had raided a barn on the Post road near West Norwalk, and made off with the "hooch."

This story was later branded as false, however, and the search continues with even greater vigor than the old-time hunt for certain treasure which is alleged to have been buried during the three months ending June 30 and only \$350 worth of coupons were sold here during that period.

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## GOVERNOR COX GIVEN A WARM WELCOME HOME

Dayton, Ohio, July 30.—Governor Cox was acclaimed today by residents of Dayton and other portions of the Miami valley in a non-partisan "homecoming" demonstration.

A civic parade was the feature. Crowds lined the court of honor, flanked by high, white decorated pillars, and Governor Cox's reviewing stand in front of the court house.

Speeches were banished at the celebration of the selection of a friend and neighbor as the Democratic standard bearer.

Today was a half holiday throughout Dayton. Stores, factories, banks and public offices were closed at noon.

About sixty floats, representing various civic organizations, some depicting the career of Governor Cox, were in the parade.

So that employees could march the governor's paper went to press early. The likeness of Senator Harding appeared with that of the governor in some of the decorations.

The review of the parade, with its band concerts were other features of the celebration.

Yesterday the governor was visited by Senator Walsh of Massachusetts, who has been prominent in advocacy of reservations to the League of Nations. Senator Walsh promised his unreserved aid in the Cox campaign.

## DISMISS CHARGE AGAINST JUDGE

Russellville, Ky., July 30.—Charges that Circuit Court Judge John S. Rhea sent an obscene and anonymous letter to Mrs. A. M. Herndon, associate editor of the Russellville Messenger, have been dismissed by U. S. Commissioner John H. Hard.

Experts testified they could see no similarity in the handwriting of Judge Rhea and that in the letter.

Mrs. Herndon, whose newspaper in Russellville was the target of a political feud, re-stated her charge and asserted the judge was responsible for talk against her newspaper.

Judge Rhea testified he was not in Russellville when the letter was received by Mrs. Herndon and that he did not circulate talk against the Messenger.

The judge is 68 years old and a Democrat. The gossip about the paper involved its political attitude.

## HUNGARY WANTS TO FIGHT SOVIETS

Paris, July 30.—Vast stocks of munitions from the Allies are moving toward Warsaw today from Danzig, on the Baltic, and from Rumania and Czechoslovakia.

Hungary has asked the permission of Great Britain and France to attack the Soviet army. Such an attack would involve permission, likewise to reorganize the Hungarian army, the demobilization of which was provided by the Hungarian peace treaty.

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## Ponzi Run Only 8 Jitney Men Is At An End

Only a Few Investors in Line Today—Says He Has Made \$500,000 in Five Days—Offer of \$10,000,000 For His Business—Federal Officials Skeptical.

Boston, July 30.—Charles Ponzi, the new-style financier who claims to have amassed millions within a few months and who has paid to the public large profits on their investments in his dealings in international exchange, appeared today to have almost satisfied question among his investors as to his solvency.

Only a short line formed before the payment window of the Ponzi office and clerks said they were piling off almost as much on notes matured for the 50 per cent. profit in 45 days, as they were returning to frightened investors in principal without interest on notes surrendered short of maturity. The virtual end of the five day run was in sight, with few exceptions to the disappearing line.

The amount paid out by Ponzi since the run began on Monday was estimated by his manager, Miss Lucy Mel, at \$1,500,000. "And we have made as much money right here in Boston as Mr. Ponzi owes, so there is no need of anyone being nervous," she added.

Ponzi, a few days ago, announced that his liabilities were about \$3,000,000, indicating that public participation in his schemes already has been reduced by one-half with receipts stopped by his agreement with the authorities to accept no more funds until investigation of his accounts is completed.

The run of frightened investors to cover Mel said, meant more money in already bulging pockets of Ponzi as unmatured notes were paid only on the basis of actual investment.

"Their money has been working for us all this time," said she, "and Mr. Ponzi now can keep the 50 per cent. profit which would have gone to these people. You will realize what this means when you know that nearly \$1,000,000 which we have paid out has been on unmatured notes, a saving to Mr. Ponzi of almost \$500,000."

Ponzi's manager said she had seen nothing of any investigators as yet although federal, state and county inquiries are under way. Her books, she continued, were open for inspection by anyone in authority, and would show that Ponzi had more than enough money to satisfy all claims.

Examination of the books, however, she says, will not solve the mystery of how Ponzi has made his money. With his ready satisfaction of all demands for payment, question has turned to his solvency to "how does he do it?"

In reply to the statements of Postmaster Patten of New York, that there are not enough international postal coupons in the world to build up the fortune which Ponzi claims is his, Miss Mel declared that her husband's manner of "cashing in" on his operations was a business secret which he intended keeping, and which examination of his books would not show.

Ponzi said today he was not perturbed by completion of paying in full the coupons of 100 per cent. in 90 days he had been offered \$10,000,000 for his business.

A New York banker, whose identity he refuses to divulge, made the offer. Ponzi said he added that he had not decided whether to accept but would hold another conference with the banker here in a few days.

He said he intended to resume operations in Boston and other cities where he has branch offices when the district attorney's auditors have completed their investigation. If he did not accept the banker's offer.

## NOT ENOUGH COUPONS.

New York, July 30.—The world's supply of international postal coupons is not large enough to enable any person to accumulate the fortune which Charles Ponzi claims to have made according to Postmaster Patten.

Ponzi would need 160,000,000 coupons to make \$8,000,000, Mr. Patten said. In New York only 27,000 coupons are on hand and only \$370.50 was paid to redeem coupons during the three months ending June 30 and only \$350 worth of coupons were sold here during that period.

## ENOCH ARDEN AGAIN ENACTED

Kansas City, Mo., July 30.—When Henry Curtis, the husband whom she had believed dead in France returned, Mrs. Esther Warren Curtis Peel decided that she loved him better than she did Eugene Peel, whom she had married after being informed that her husband was dead. Today she was free, Peel having been granted a divorce here yesterday.

Esther Warren married Henry Curtis in Carthage, Mo., in August, 1914. Peel was another suit, according to testimony in the divorce suit.

In 1915 Curtis joined the Canadian army and after the second battle of Mons his wife was officially informed by the Canadian government that he had died as the result of being gassed.

On September 19, 1918, she married Peel and in June, 1919, Curtis reappeared. He said he had been gassed, had spent months in a hospital much of the time delirious, and that all marks of identification had been lost.

Curtis discovered that his wife had married Peel and he asked her to choose. She chose the returned soldier. Thus was Enoch Arden revived.

Women voters who haven't time to read the President's speeches, may yet succeed in finding out what Mrs. Wilson is wearing.

## BATTLESHIP IOWA USED AS TARGET

Washington, July 30.—The once famous battleship Iowa, which played no small part in the destruction of Cervera's fleet at Santiago, is being prepared at the Philadelphia navy yard for what naval officers say will be one of the most unique target experiments ever attempted.

Proceeding unmanned, but under her own steam and controlled by radio, probably from seaplanes, the old sea-fighter will become the objective of the big guns of the Atlantic fleet superdreadnaughts in Chesapeake Bay late this summer. This will be the first time that American warships have used a moving craft for a target except in actual war.

Two of the Iowa's coal burning boilers are being converted to burn oil so the ship may continue under way with no one aboard once her crew have been started burning and her engines placed in motion.

It is expected that the unique practice will give the gunpointers of the Atlantic fleet an opportunity to test their ability under conditions as nearly like those to be expected in battle as can be obtained. Smoke screens will be thrown around the Iowa during the runs and the course will be changed at will through the radio control system, necessitating a change in range on all the firing ships, exactly as would occur in action.

The Iowa has already been stripped of some of its guns and much valuable metal and the practice will be continued until the old vessel, a mass of twisted metal, sinks beneath the waves to join the old Texas, which, as the San Marcos, was used for a stationary target years ago.

The battleship Ohio has been turned over to the Bureau of Steam Engineering for purposes of experiment in radio control and a staff of expert technical officers has been placed on board to arrange the Iowa practice.

## ITALY SPENDING MILLIONS FOR AVIATION WORK

Washington, July 30.—Italy is spending \$20,000,000 this year on its aviation program, which, it is maintained, is being made a part of a civil character. Its program calls for a complete aerial transportation system for both passengers and goods, a regular air mail service and the establishment of international air routes.

Study of routes which will join Italy with France, Switzerland, Austria, Jugoslavia, Greece and Italian colonies is being made by the government authorities. Two dirigibles are now operating a successful touring service between Rome and Milan and between Venice and Milan and plans are being made to start the Naples-Palermo route. Four other local routes are in operation and experiments are being conducted on five others.

## MIDDLE-CLASS CLUB DISAPPEARS FROM GERMANY

Berlin, July 29.—A venerable Teutonic institution, the Stammtisch, is disappearing. The Stammtisch was the middleman's club, but since the price of beer has gone up and the middleman has disappeared, the club has disappeared. The middleman has disappeared, the price of beer has gone up and the middleman has disappeared.

To the traditional German-speaking world and had been in continuous existence for over a century.

The latest one to go is the artists' Stammtisch at Siechen, in the Behrenstrasse, with which many famous names are associated.

To the traditional German, the end of the Stammtisch means the end of Gemutlichkeit, that particularly beautiful state of mind induced by good cheer and high thinking.

## OFFICERS AND NEGROES CLASH

Youngstown, O., July 30.—Deputy Sheriff W. A. Fisher, was in a serious condition at a hospital today and the unidentified body of a negro was in a morgue here with four bullets in it as the result of a fight between eight negroes and three officers.

A telephone message to Sheriff Morris and the officers to the city limits with a report that eight negroes were acting suspiciously. The negroes opened fire as soon as the sheriff's automobile stopped. Seven of them escaped. This is the third case within two weeks in which negroes and officers in which shots have been exchanged.

## TRAINING CAMP A GREAT BUILDER

Statistics compiled at the Reserve Officers' Training camp at Camp Devens, Mass., from the student personnel of 740 young men show that there was a great all around physical gain. The average gain in weight was 3.68 pounds; normal chest measurements showed a gain of 1.88 inches; chest expansion showed a gain of 1.84 inches and the average gain in expansion was .30 inches.

## LEAPS FROM WINDOW.

New York, July 30.—Lieut. Benjamin P. Hinman, on sick leave from the Great Lakes Naval Training Station, after a nervous breakdown, today leaped to death from a window in his brother's apartment here.

## Were Not in Court At Opening Hour and the Cases Go Over—Summonses Served Only in Cases of Extreme Violation, the Inspectors Say.

(Bridgeport, Conn., July 30.) Three inspectors of the State Motor Vehicle department arrived unexpectedly in Bridgeport yesterday afternoon, and during a wholesale inspection of jitney buses summoned eight drivers to appear in court to answer charges of overcrowding. The officers stationed themselves at Barnum and Noble avenue and in State and North Main streets, where they stopped many machines. Summonses were served only in cases of extreme overcrowding.

Those served with summonses were Joseph Caserta, George Rosenfield, Herman Gussenheden, James Kydickis, Robert Manthey, George Switzer, Robert T. Young and Edward Keeley, all of Bridgeport. It is alleged that the machines which these men were driving were heavily overloaded, in some instances more than double the allowed number of passengers being carried.

According to the summonses, all of the drivers were ordered to appear in the City court at 9 o'clock this morning. Inasmuch as the court convenes at 8:30 o'clock, none of the drivers arrived on time, and the cases were therefore continued until tomorrow morning.

Jitney men were up in arms over the arrests last night, some going as far as to claim that the action was brought about by the Connecticut company in an effort to hinder jitney transportation in Bridgeport. The state inspectors claimed this morning, however, that the jitneys had received plenty of warning against overcrowding and were well aware of the fact that they would be prosecuted if the practice was continued. The inspectors explained further, that summonses were served only in extreme cases of violation, and action was taken merely to protect the passengers in the machines.

In view of the present emergency the local police were instructed to use "common sense" in making arrests by violation of the overcrowding law. Up to the present time no driver has been arrested for this offense by the city authorities.

The serving of summonses did not interfere with drivers completing